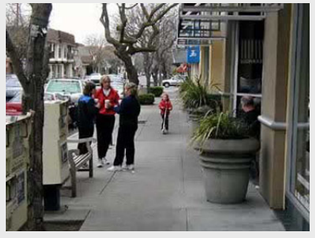
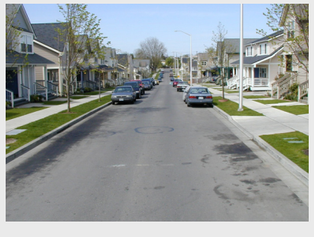
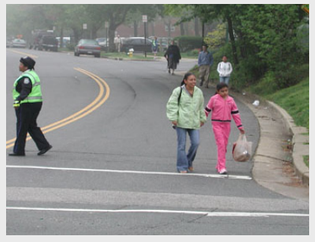
CITY OF ALEXANDRIA TRANSPORTATION MASTER PLAN
WALKING– LEVELS OF QUALITY

	EXEMPLARY	*EXCELLENT*	*GOOD*	*FAIR*	*POOR*
Sidewalks Walkability increases with added width (five feet is a minimum). Greater width is needed when street furniture, utilities, dining areas or signs intrude on the "clear" space. Sidewalks should have clean edges and buffers to the street – either vegetation or parked cars. They should not pass long, blank walls without breaks or details. Sidewalk material should be firm, stable and slip resistant with no interruptions in grade. Conditions improve as the number of driveways is reduced. Curbs should be non-mountable.					
Crossings Crossings should occur at well-marked crosswalks, with pedestrian signals if appropriate. Short signal cycles provide clear pedestrian priority. ADA accessible curb ramps are essential – preferably two per corner and oriented at perpendicular crosswalks. Tight curb radii (15 to 20') forces traffic to slow. Curb extensions may be appropriate, particularly mid-block. Stop bars can be set back and enhanced signing or lighting can be used selectively for added attention. On multi-lane roads, refuge islands are essential.					
Main Streets Walkways along "main" streets should be wide and clear, particularly in shopping areas. Front doors should open to the street, not parking lots. Blocks should be short – a typically 300 feet with a 1,200 foot perimeter – so that people may cross frequently. Most people will walk 150 feet to get to locations rewarding their travel. Context-sensitive lighting and street furniture are essential. Street trees provide shade and street character.					
Local Streets Local streets should be narrow and well-landscaped with on-street parking to act as additional sidewalk buffer. Driving speeds of 15-20 mph are best and 20-25 mph is acceptable. Homes should be near the street. Lanes should be narrow and new local streets should be designed to encourage slow vehicular movement. Traffic calming may slow traffic and encourage pedestrian activity.					
Avenue/Boulevard Sidewalks along arterials should be wide and well buffered since these streets provide key transit access. Planter strips and bicycle lanes create essential separation from vehicles. Street trees, other landscaping and medians help slow motorists. Longer pedestrian crossings should be broken into separate threats. Median crossings or refuges (4' minimum, 8-10' preferred) can be angled forcing people to look at motorists before stepping into their path.					

Photos provided by City of Alexandria, Dan Burden, PBIC Image Library and Michael